

BRIG. GEN. DON FLICKINGER  
AIR RESEARCH & DEVELOPMENT COMD.  
BALTIMORE, MARYLAND

September 20, 1955

25X1A

Dear [REDACTED]

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I have a letter (personal) to me from [REDACTED] in which he has asked for my help in getting certain things done for him. Needless to say I will be glad to go to bat for him provided you are aware of his problems and wish me to intervene.

His stated problems are as follows:

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a. The status of medical supplies still on order for [REDACTED] the source and method of re-supply; any automatic issue set up; method of procuring emergency or non-standard supplies when required.

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On this problem, [REDACTED] we recommended that a medical supply account number be set up against which both automatic and routine supplies could be obtained. This should not present any real serious problem. On the non-standard stuff, he can either be given a fund to use himself through local [REDACTED] channels or include it as a part of the Lovelace contract.

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b. He is concerned over the status of medical personnel for the project and he "awaits my advice as to proper procedure."

You knew the answer on this even better than I and I don't know what can be done in regard the long delay of acquisition. I hope that he left his requirements over and above those we have coming in already with General Ogle or General Benson (or you.) If he hasn't, then this should certainly be the first order of his business.

c. Flying time for him he feels will be a problem particularly as concerns the 60-2 minimums. For pay purposes he can do alright. He requests me to get him a

waiver for his 60-2 minimums. Further, he asks that he be given authority to log time on MATS flights.

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On this, [REDACTED] I'm a little stumped because I don't know how easy it is to get him exempted from the 60-2 requirements. If its a matter for the SGO it probably can be easily arranged and if you wish I will make the attempt. If we get a C-54 up there I would think that he should have little trouble in getting his minimums in. He is not a rated pilot, just a flight surgeon and dher rated personnel at [REDACTED] will be getting in their time in the C-54, I would think. As far as MATS is concerned, I don't think we'd have much trouble if we went to the MATS Surgeon but I'd have to check on it before I could get a definite answer.

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I'll just hang fire on these requests until I hear from you and in the meantime, will write him that you (we) are working on them.

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My plans now call for me to be out in LA the week of October 3rd and I'll probably try to get [REDACTED] on either the 4th or the 5th. I won't try to tie the visit into anything other than a visit with [REDACTED] and a discussion of the over-all medical activities and future plans. I doubt that I'll drop by to see Randy, for in talking with him several nights ago I learned that he was planning on being in the East in 3 - 4 weeks, so will wait until then to see him. Do you and Dick have any plans for visiting him in the near future? I hope so because he's anxious to help on the project and is literally raring to go.

25X1A

Hope to get down to see you soon and meanwhile, keep that throttle pulled back a little and avoid those end-of-the-day "flame-outs".

Warm regards.

Sincerely,

*Don*

DON FLICKINGER  
Brigadier General, USAF (MC)  
Commander, Air Force Office  
of Scientific Research

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